

Construction starts on Banfield project

The Banfield Light Rail Project in Portland took its first step toward completion last month as the Highway Division started construction at the 33rd Street interchange of the Banfield Freeway (I-84).

After years of planning and coordinating with neighborhood associations, the city of Portland, Tri-Met, local utilities, and Union Pacific Railroad, the project is finally underway, according to Bob Sandmann, project engineer.

"It's going to take a lot of hard work," said Sandmann, who has been involved with the project since 1977. "Up until now it has been frustrating only on paper, but now we're moving into reality."

The Banfield Light Rail System will run 15 miles from downtown Portland, along the Banfield Freeway, out to Gresham. Tri-Met is responsible for light rail construction and the Highway Division will oversee freeway widening. The system is expected to begin operation in 1985.

The division awarded the first half of the Banfield project, from Union to 39th avenues, to S. J. Groves and Sons Company for \$27.5 million. The second half of the project, from 39th Avenue to the I-205 freeway, will be let this fall.

Banfield widened

Paul Barnhart and Howard Harris, project managers, will oversee the freeway reconstruction. The Banfield will be widened to six standard-size lanes, including shoulders and a median.

Temporary overpasses will be built to accommodate traffic while the existing ones are torn down and new ones built.

Sandmann said the most complicating factor of the freeway reconstruction was trying to work around the 100,000 cars that use the Banfield daily. He added that number was expected to increase to 140,000 by 1990.

"All three lanes will be kept open in the appropriate direction during peak traffic hours," he said, "but motorists can expect to be rerouted through neighborhoods while on and off ramps are being built."

Motorists rerouted

Sandmann said the rerouting was being done in conjunction with the city to try and improve traffic conditions in the surrounding areas.

The Banfield Freeway, constructed in the 1950s was never built to meet Interstate standards, Sandmann said, and was used beyond its capacity from the beginning.

"I think this is a good project," he said. "It is definitely an improvement for automobile traffic and for mass transit. It will truly be a multi-modal facility."

Barnhart sees his job as particularly challenging because of the amount of traffic he must coordinate the project around.

"The most challenging thing is to do it with the least disruption to people who live around here and drive the freeway," he said.

The light rail is expected to take up to 58,000 daily trips off the freeway by 1995.

Sandmann said the Banfield Light Rail Project is receiving some national attention. Only five other U.S. cities have light rail systems already in use or under construction.

Budget cuts force Parks to shut areas for winter

A series of off-season closures of Oregon state park day use and Greenway areas have been ordered by Dave Talbot, state parks administrator. In addition, some seasonal hiring for coastal parks will be delayed one month next summer, he said.

The collective actions are aimed at saving \$117,000, deleted from the state parks maintenance and operation budget during the first special session of the legislature.

A later, special-session reduction of \$63,000 is being offset in part by an expanded day use fee of \$1 per vehicle per entry on summer weekends and holidays.

Talbot said the following coastal parks will be closed from Nov. 1, 1982, to March 15, 1983:

Driftwood Beach Wayside, Newport; Smelt Sand Wayside, Yachats; Manhattan Beach Wayside, Rockaway; East Wohink Lake

in Honeyman State Park, Florence; Washburne State Park, north of Florence; and Tugman State Park, north of Coos Bay.

Within the Willamette Valley, Talbot said, Willamette Mission State Park, eight miles north of Salem, will be closed this fall and remain locked until April 1, 1983.

Also, Sarah Helmick State Park, six miles south of Monmouth, will close from Nov. 1 to April 1, and Molalla River State Park, two miles northwest of Canby, from Nov. 1 to March 1. A dozen Greenway areas located in Linn, Lane, Benton, Marion, and Clackamas counties will be closed from December through February.

Talbot said he felt the closures can be accomplished with the least possible impact on the public. A number of parks are being kept open through use of volunteers who will open and shut gates.



This caterpillar-tractor is digging the way for a new off-ramp at the 33rd Avenue interchange of the Banfield Freeway. The new off-ramp is the first step in reconstruction of the Banfield as part of the light rail project, extending from downtown Portland to Gresham.

Consultant to evaluate building's phone system

ODOT will soon hire a communications consultant to evaluate the telephone system in the Transportation Building in Salem, in hopes that spending money now will save money in the future.

The Telephone Subcommittee will use a "competitive search process" and will evaluate consultants' proposals received by Oct. 1, according to Patricia Dunn, chairwoman of the committee.

"We are looking at more than the cost of the consultant," she said. "We are looking at what they will do for us."

The cost of maintaining the existing level of service is increasing rapidly, said Dunn. Money might be saved by replacing the current phone and intercom systems, and buying the equipment instead of renting it.

Dunn also said if the telephone system is changed, it should be designed to be compatible with a microwave network and other ODOT data communications equipment across the state.

"This is a fairly new idea, so hiring a consultant is one way we can collect enough information to make a decision," she said.

Dunn wants all employees to know that talking with the consultant will help make the study a valuable tool.

"If we do change the system, it won't be designed outside and then brought in," she said. "Everyone will get a chance to say what

they need and how they use their phone."

Bud Bibelheimer, Office Services manager, says that ODOT already has some experience in purchasing equipment. When trying to up-grade the phone system at Region 5 highway offices in La Grande, buying the equipment saved the department money.

"Purchasing telephones is a new thing for everyone," he said. "A lot of things go into deciding if it is a wise investment. It depends on which phone company you are with, and the size of your system. It's very cost efficient for some, but not practical for others."

Inside



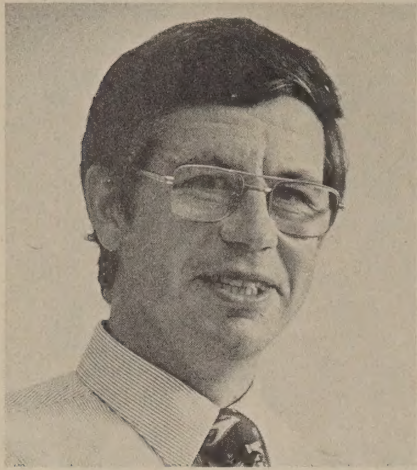
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Director's Corner

Fred Miller



Since we are a Department of Transportation, many people associate us most readily with the highway program or activities in the Aeronautics and Public Transit divisions. Also, our programs in tourism and parks have relatively high profiles. I think it is interesting that the division that has an impact on people perhaps as much as any other is our Motor Vehicles Division. While attending several dinner meetings recently with DMV staff, I have had an opportunity to reflect on their role.

Almost every Oregonian over the age of 15 deals with the Motor

Vehicles Division at least once every two years, and frequently once a year or more. If the Motor Vehicles program is not running well, I am sure to hear about it through letters to me or the governor, and I am extremely pleased to say that we get very few complaints about how people are treated in DMV offices. In fact, I am sometimes surprised at the number of unsolicited compliments.

This solid performance is certainly a reflection of the strength of the administrative organization in Salem; however, impressions are frequently made by the people on the "front line," whether they are handling telephone inquiries or dealing with people face to face. A number of DMV employees are doing an excellent job with the difficult tasks of sorting through statutes, regulations, and procedures, and dealing with people in a way that is responsive and friendly.

I hear some very positive feedback about DMV. The division's successes are recognized by the Executive Department and by the legislature in reviewing the division's budget and legislative proposals. In discussing data processing with vendors of computer hardware and software, I have been told that DMV is 10 years ahead of most state agencies in this area. With the new driver's license issuance system scheduled to come on line soon, we will be even more responsive and cost effective.

The Motor Vehicles Division continues to offer services to more Oregonians with fewer staff people from one biennium to the next. We should recognize that savings attributable to an effective Motor Vehicles Division represent more funds that can be passed on to the Highway Division for its programs. I am proud of DMV's performance and hope that all of us appreciate their contribution to the department.

Letters to the Editor

Employee gets blessed thanks

Dear VIA:

I am writing to you concerning the extreme kindness shown to me by Marvin Ward, the attendant at Manzanita Rest Stop on Friday, July 23, as I was driving south to California from Mt. Angel. My car overheated severely and came to a stop just north of the rest stop. The radiator cap had actually blown off, we discovered later. I walked to the rest stop to call AAA for help, and Mr. Ward, who saw my plight, offered to help me. After things cooled sufficiently under the hood, Mr. Ward carried buckets of water from the rest stop to my car to fill the radiator. It still wouldn't start, so he brought his truck to hook up jump cables and finally got it started so that I could drive six miles to Grants Pass to get anti-freeze. This procedure took about two hours, but he didn't give up.

I am well aware that Mr. Ward did not have to render this service. I believe it shows that he is a man to be highly valued by the Oregon Highway Division. He is representing your department and the state of Oregon in his very important role of Rest Area Attendant.

Please convey my gratitude and appreciation to Mr. Marvin Ward, a Super-Star Rest Stop Attendant!

Sincerely yours,

Sister Corrinne Clay, Ph.D.
Mt. Angel, OR

Employees assist at accident

Dear VIA:

I wish to call your attention to the actions of two of your employees on Wednesday, Aug. 11, at about 11 a.m.

They stopped and rendered assistance at a motorcycle accident above Upper Soda on HWY 20. They brought the injured lady to the emergency room at Corvallis, going out of their way to do so. During the ride they not only helped physically but also mentally by keeping her calm and assuring her that all was well.

The employees were Richard E. Nelson (a project manager in Salem), and William Piete (an assistant project manager in Salem).

They were so concerned and helpful.

Since they were so concerned, they should know the lady had three broken ribs, a punctured lung, and many bruises. I just had a strained back. Both of us are doing fine--thanks to the assistance and quick delivery emergency care.

They deserve a special pat on the back, and if they are typical of all your employees, the state of Oregon is lucky indeed.

Thank you.

Yours truly,

Danel D. Barnes
Corvallis

Meet the Commissioners

Tom Walsh

The following is the last in a five-part series introducing the Transportation Commissioners.

Tom Walsh, at 41, is the youngest member of the Transportation Commission, but has served on it longer than any of his colleagues. He was appointed by Gov. Bob Straub in 1975, and sworn in as vice-chairman in 1979.

His second term will expire in June 1983.

He said he didn't bring as much experience to the commission as the others have, but his additional years give him a better sense of history.

"I know a little bit more about when things happened and how they fit together," Walsh said.

He said being on the commission has been an "absolutely tremendous experience," and will miss it when his term expires next year.

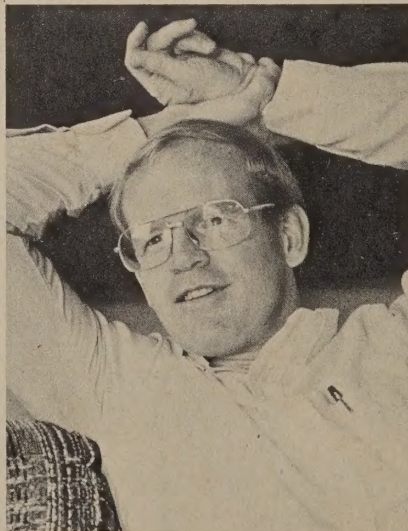
"I have seen facets of the state that a younger person wouldn't normally see," he said, "and I wouldn't trade that opportunity for anything."

Walsh termed his years with the commission "very productive," and said two primary goals have been achieved in that time.

"First we have seen the Highway Division turn to primarily a maintenance and rehabilitation program," he said. "Clearly the days of major building are absolutely gone. And secondly, the transition from Highway to Transportation Department has been fully realized."

Walsh said he thinks the department is going through another transition now, and in the future will be run with an eye toward better serving the people of the organization as well as the state.

"Fred Miller is the first director to be serving in that transition position," Walsh said, "and after eight

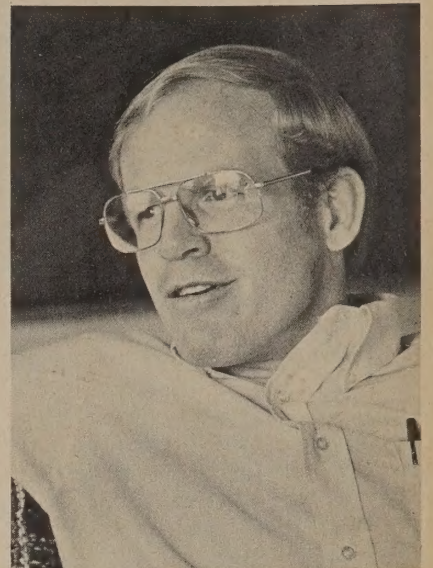


months he is doing an absolutely A-plus job. He is a superb manager, and has very good analytical abilities and excellent people skills, which are extremely important today."

Walsh was born in Binghamton, New York, and moved with his family to Portland when he was 13. He went to Stanford University, graduating in 1962 with a degree in civil engineering.

He is the owner of Walsh Construction Company in Portland, specializing in subsidized housing for the elderly and handicapped.

Walsh started his business as a



house painting company while still in college. "My talents as a painter far exceeded my talents as an engineer," he said, "so I started my own business."

Walsh insisted he is "about as far from being a licensed engineer as anybody," but said his technical background and construction experience enable him to better understand and ask informed questions about some of the things that come up before the commission.

He said one of the reasons the commission works so well together is because of the delightful sense of humor and commitment of the members.

"There has never been a stuffed-shirt kind of attitude while I've been there," he said. "I can't see any situation that a sense of humor can't help."

Walsh's sense of humor is notorious among the commission members and others, but he passes it off as just a love of laughter. His first love is skiing, whether with his two sons at Mount Bachelor, or with friends in Colorado and Canada.

He said he enjoys it because it's a "fast and reckless kind of sport, and I like going like a bat out of hell."



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Program helps highways

Youths trim landscape

Landscaping along Portland's highways is being carefully pruned and cleaned this summer, and 90 local youths doing the work are earning money and experience for their efforts.

In a first-of-its-kind program, 14- to 16-year-olds were hired to work on a landscape maintenance program funded by both the city of Portland and ODOT, according to Ed Hardt, Metro Region engineer.

The mayor's office in Portland suggested the project, and asked the Highway Division to match its \$20,000 commitment. ODOT's money came from the landscape maintenance budget.

The program runs from July 19 to Sept. 3, and is designed to do more than just spruce-up the area.

"I'm trying to show the kids how important it is to work five days a week, and to be on time," said Dave Don, district landscape supervisor. "Their work attitude is important, and if I can teach just those things, then I think they will be the better for this job."

The program emphasizes employing minority youth, and hiring was done by the city of Portland. Crew leaders and supervisors were

also employed by the city, but the entire project is directed by Don.

"The city provides the transportation, insurance, and supervision. We provide the site," said Don. "I check with the supervisors and lay out the work, and go to where they are working about three times a week."

Mayor Ivancie's assistant, Tim Gallagher, said the mayor is pleased with the program, and with the cooperation from ODOT.

"Dave Don has been absolutely marvelous to work with," Gallagher said. "He has really gone out of his way to help, and has spent a lot of extra time working with us and the kids. He's kept us safe and sane."

"Portland is a gateway community," he said, "and the cooperative effort to haul litter and brush has made a real improvement along the freeways."

The mayor's coordinator for the project, Barbara Blackburn, said that the 10-member crews work half-day shifts.

"More people can be involved this way, and it's better because some of the workers are so young," she said. "For many of them, this is their first job."



Portland youths, working on a unique landscape clean-up project, clear brush and debris from highway right of way along I-5 near North Lombard Street.

'Unkempt' state parks hurt employees' pride

While the Oregon State Parks Division is trying to keep the front lawn mowed and trimmed, "the backyard is going back to nature" in many respects.

And, quite frankly, that hurts the pride of more than a few parks professionals who remember the "good old days" when personnel and funds were sufficient to keep a high gloss on a nationally-regarded system.

In the face of reduced budgets and fewer personnel, there is "no way we can keep it up" like in the past, according to Val Jones, Coos Bay, Region 3 parks supervisor. Darald Walker, his Region 2 counterpart in Tillamook, agrees that "we don't have the funds to keep up what we have had in the past."

Jerry Lucas, who supervises Region 4 parks out of his Bend headquarters, said reduced numbers of park employees "just can't keep up, and it reflects on their pride."

Owen Lucas, who is not related to Jerry but holds a similar supervisory position in La Grande, doesn't mince words. In his view, parks "look sick" when compared to the better days of not so long ago.

All of the supervisors acknowledge they're probably more aware of shortcomings than the average park visitor, but all express concern that deficiencies which may not be apparent today soon will be. At that point, they agree, visitor dissatisfaction may surface.

Jones said his personnel "do not landscape-mow" at all anymore, while trails within the region are not serviced as well as in the past. "We do try to keep them safe, of course," he adds.

Considering the limitations, "we still keep the parks in damn fine shape," Jones said, "but it hurts when crews see something that needs to be done that can't be" for

lack of funds or personnel.

Walker finds himself "back to the bare minimum on personnel, both seasonal and permanent." That means, among other things, many jobs have been eliminated or greatly reduced.

They include watering, irrigating, and mowing, as well as a variety of maintenance functions. While parks look somewhat "unkempt," Walker said that building maintenance is not yet slipping.

He virtually echoes Jones, noting "it hurts" to see less than top-notch quality in an Oregon state park. Like all his fellow supervisors, he sees the solution lying in an economic turn around.

Jerry Lucas said his crews don't rake campsites and clean out campstoves nearly as much as in the past.

While the general public might not be aware of the change in maintenance levels, "I can see it pretty dramatically," he said.

PERS benefits determined

Employees wanting estimates of their PERS retirement allowance may now compute their own benefits using a form developed last year by the Association of Engineering Employees of Oregon (AEE), and just recently revised.

The forms will give a fairly accurate estimate of benefits for an employee retiring on Dec. 31, which is usually the most beneficial, or during any other month, according to Carl Hobson, Personnel Operations Section manager.

The forms may be requested through the Personnel Operations Section in Salem, 378-6281, or from local AEE representatives.



Crew takes video break

"And now a word from our sponsor...." These members of the District 11 paving crew, somewhere between Wagontire and Christmas Valley, aren't just taking a break from their daily routine. They're watching a video tape of Director Fred Miller and State Highway Engineer Scott Coulter talking about the defeated gas tax measure. Region 4 Safety Officer Dave White, who took this picture in late June, said the crews he showed the tape to really enjoyed watching it. The discussion was taped at the Office of Employee Development in Salem, and duplicates were made to distribute to crews in the field. The extension cord, leading from the TV out of the picture to the left, is hooked up to a nearby power generator.

Cost of Sno-Park permits may increase this winter

The cost of Sno-Park permits will be increased if a recommendation of the Winter Recreation Advisory Committee is approved by the Transportation Commission at its September meeting.

The committee recommended the cost of daily permits be raised from \$1 to \$2, and the annual fee be increased from \$5 to \$7. The present fees do not cover the cost of snow removal, which last winter exceeded permit sale revenue by more than \$190,000.

"We are going through the rule process now," said John Sheldrake, maintenance operations en-

gineer. "The recommendation will be before the commission at its next meeting."

Public hearings on the increase are not automatically scheduled, but must be held if requested by 10 or more people, said Sheldrake. If a hearing is requested, it could be conducted prior to the commission meeting on Sept. 29, he said.

The Sno-Park permits are required for vehicles parking in designated winter recreation areas from Nov. 15 to April 30. Profit from their sale pays for plowing of road-side parking sites and parking lots at recreation areas.

Old one torn down

Hood River bridge dispute settled

The old bridge at Hood River, standing since 1918, was torn down last month, ending a determined effort by some concerned citizens to save the historic structure.

A new bridge, recently opened to traffic, was built to replace the deteriorating older structure that was part of the original Columbia River Highway.

Dave Powers, manager of the Historic Preservation Section in the Parks Division, said normally his office, in cooperation with the Highway Division, concentrates its efforts on preserving historic structures that are part of the highway system. In this case, however, no practical reason could be found to save the bridge.

"There are some cases when it isn't practical to save a bridge," Powers said, "and this was one."

Powers' office examined the eligibility of the old bridge for the National Register of Historic Places, and found it lacking in engineering advancement and uniqueness.

Held public hearings

Gary Potter, manager of the Environmental Section, said his office held two public hearings in Hood River in 1979, and no one came forward to protest the demolition of the old bridge.

"Nobody thought it was historically significant property," he said, "but we've learned that you can't be too careful in checking with people before a project like this."

In 1980, the Highway Division let a contract for construction of the new bridge and demolition of the old. In the summer of 1981, the National Park Service, along with some local preservation groups, conducted an inventory of the Old Columbia River Highway.

The study took note of the Hood River Bridge and that it was scheduled for demolition. Suddenly, some local concern for saving the bridge surfaced, and, in light of the new interest, Powers was directed to re-evaluate it for any historical significance.

The answer was again no.

"People wanted us to at least

delay the demolition," Potter said, "but we had a contract with a completion date that had to be met. They really wanted it saved, and we did all we could to investigate it, but there was just no way."

Some people suggested turning the bridge into a pedestrian/bike path—a feature already included in the design of the new bridge. Potter said the problem with this solution was the question of who would pay to maintain the bridge, and eventually demolish it when its crumbling condition made it a public hazard.

"We offered it to the city of Hood River, Hood River County,

River Highway is a valuable and sensitive resource. We need to inform all people in ODOT that we cannot be too careful when dealing with any portion of it."

Potter said the Highway Division has a recurring conflict between the Federal Highway Administration, which states that old and deteriorating bridges must be replaced, and the Advisory Council on Historic Preservation, which says old structures that are historically important must be saved.

"In some cases we can keep the old bridges and rebuild them, make them safe," he said. "Just not in this case."



The new Hood River Bridge seems to dwarf the old one as it is being torn down. Only half of it remains as the new bridge is opened to traffic. The Highway Division decided to demolish the bridge after all efforts to save the historic structure failed.

the Port of Hood River and the Columbia Gorge Commission," he said, "but nobody wanted the responsibility for it. They wanted us to take it."

So the bridge came down.

Potter said in doing the environmental study on the project, "not much sensitivity surfaced," so it was treated like any other bridge project.

"Now I think we would do a more comprehensive study and come up with different conclusions," he said. "The Columbia

Highway Division rates bridges for preservation

Some older bridges still standing in Oregon are examples of the Highway Division's efforts to save those structures that represent an important era in the state's transportation history.

"Sometimes we need to forego financial considerations in the idea of preservation for historic reasons," said Walt Hart, bridge engineer. "We have to keep an open mind on these things."

In 1976, the Highway Division was instrumental in saving one of the last covered bridges on the state system, Hart said.

"There was some interest in preserving the Ritner Creek Bridge on the Kings Valley Highway," he said, "so in cooperation with Polk County, we established a maintenance fund, built new supporting piers for it, and moved it up river from the new bridge to a park. It now functions as a replica of the old highway system and is on the National Register."

Coast bridges important

Hart said most of the state's bridges on the coast are valid candidates for the National Register, but many are in danger of structural damage from the harsh marine environment. The Alsea Bay Bridge is in the most serious condition and must be replaced, he said.

"Restoration of the bridge is not a cost-effective solution, although

Years 5 Ago

The September 1977 issue of VIA announced that the I-205 Columbia River Bridge would officially be called the Glenn L. Jackson Bridge, after the Oregon Transportation Commission Chairman.

In his remarks at the dedication ceremony to kick off the bridge's construction, Gov. Bob Straub said this was "one way for us to thank you for all those years of untiring, dedicated service in our behalf."

Way back when . . .



The Hood River Bridge, built as part of the original Columbia River Highway in 1918, and was the largest concrete bridge designed and constructed by the Highway Department at that time. It had three 95-foot arch spans, 110 feet of reinforced concrete approach on the Hood River side, and a short approach on the opposite side. Total cost of the bridge was \$48,000.

Some not as suitable

He said some bridges on the state's system are more suitable for restoration and maintenance than others. An engineering antiquities study is being done on all bridges in the state over 40 years old to classify them for future reference.

"We want to know which ones are potentially significant as historic examples and if they are salvageable," he said.

In examining older bridges for examples of unique designs to be preserved, Hart said today's bridges will someday be under the same scrutiny.

"People see our bridges on the highways and judge the quality of our designs," he said. "You just hope to make your mark on your era, and hope to preserve the mark of a previous one."

Foresters manage ODOT timber for future

The following is part of a series describing the different functions of units and sections in the various divisions within ODOT.

ODOT's foresters--Bob Green of highway, and Al Tocchini of parks--don't live in the woods or wear uniforms, but they do share a common goal of developing the healthiest, safest, and most attractive timber areas under their jurisdiction.

"Our work is very visible," says Green. "We both manage for aesthetics. The main thing is to keep the forests safe and looking good."

"The association of plants, animals, and attractive trees is very important in parks," says Tocchini. "Preserving the character of forest land is necessary, because it's the visual appeal that makes a park valued by the public."

Although they seldom work together, both men face some of the same duties and challenges. Forestry management, whether in state parks or on highway land, involves protecting trees, water, wildlife, and forage.

Bob Green manages all timber lands owned by the Highway Division. In three-and-a-half years, he has inventoried more than 3,000 acres of forest land, but still has not finished looking at all the trees owned by the division.

"This is one of the better forestry jobs, because I've got the entire state to cover," says Green,

who works alone but relies heavily on the people out in the field. "The section foremen and crews are my eyes. They let me know if there's something I should look into."

The Highway Division is not in the lumber business, but it sometimes must purchase an entire parcel of land in order to get a necessary strip of right of way. The result over the years is ownership of thousands of timbered acres that must be managed with a view toward aesthetics and safety.

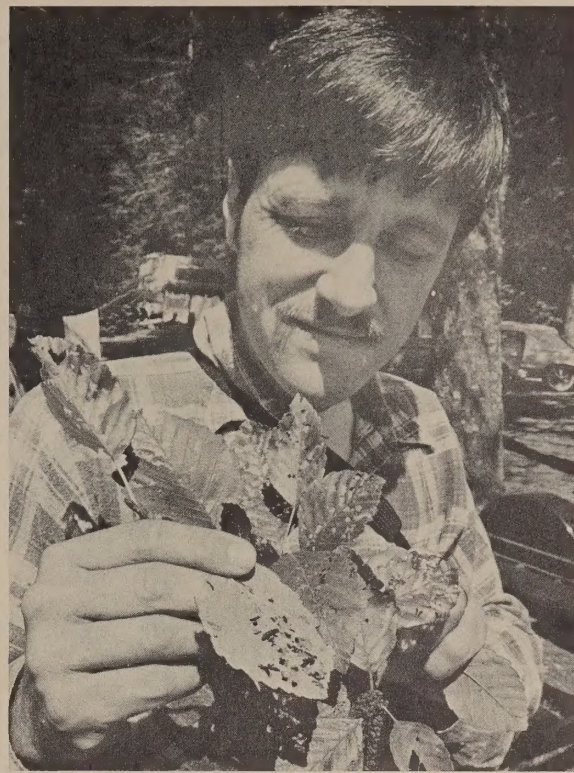
Timber sales

"I can plan timber management, but something always springs up," says Green. For instance, when highways must be widened, landslides repaired, and hazardous or diseased timber removed, Green arranges for the trees to be cut and sold.

Because timber prices are down, and lumber is not moving on the market, recent sales have been disappointing.

"I can't see having sales now with the low stump prices, so we will wait if we can," he says. "Some sales are going on now, but not many."

Overseeing timber sales is a major job for Green, who spends 60 percent of his time in the forests. He is involved from the time he appraises the timber until logging is completed. He writes contracts, marks trees, calls for bids, and makes sure the logging is done cor-



Al Tocchini, parks forester, examines alder tree leaves at Detroit Lake State Park. The leaves have been attacked by the alder flea beetle, found annually in the Willamette Valley. The trees must be treated when the damage first occurs, which is why detection, identification, and treatment by Tocchini is important.

rectly.

"In some areas, the cutting has been so carefully done that you wouldn't know the loggers had been there," Green says.

When state foresters order clear-cutting, reforestation is required by law. But since the Highway Division seldom needs to clear-cut, Green rarely plants new trees. He does, however, require buyers to replace trees if they clear a substantial number when logging.

Al Tocchini, on the other hand, plants several thousand trees in state parks every year.

Only trees that must be removed are logged from state parks, and all logging and timber sales on park land are bid according to specific laws.

"Our objective in logging isn't the money," says Tocchini. "We don't clear-cut to make money, and we're trying to leave as much old timber in the parks as we can."

When Tocchini does order logging in a state park, he is careful to consider the future use of the area. After the wind storm at Silver Falls

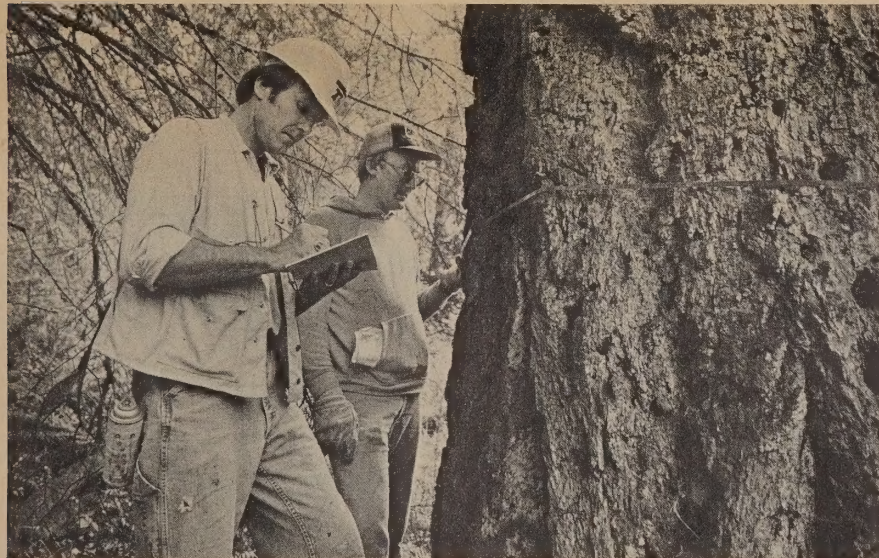
State Park last winter, horses were used to log damaged trees in the area because "they have such low impact on the site," he says.

Tocchini tries to achieve more than one objective when logging in parks, such as building roads that will later tie into trail systems or provide fire access into forested areas.

"There are some basic things you can do in construction to prevent or limit fire destruction," he says. "You can plan shrub clearances from buildings, access and escape routes, and water sources."

"Safety is a big concern," says Tocchini, who spends most of his time in state parks looking for trees that may be diseased or hazardous to visitors. "You can't have limbs falling on people, or trees blowing down across them."

Ensuring a green and beautiful future for Oregon's parks and highways is a major concern of both foresters. They manage their division's timber carefully, planning each activity with an eye on tomorrow.



Bob Green, highway forester (left), and Greg Bowman, right of way agent in Eugene, measure trees south of Drain on HWY 99. By measuring the circumference of the trunk at a chest-height, Green can estimate the amount of lumber the tree will produce. He is appraising the trees on land the Highway Division needs to buy for a highway widening project.

Tourism good in 1982

Out-of-state visitor counts this summer are almost the same as last year, and much better than two years ago, said Shirley Eads, state travel information director.

After spending approximately \$320,000 on advertising to lure out-of-state travelers, the Travel Information Section was swamped with requests for information on Oregon, Eads said. More than 110,000 travelers asked for the Official State Travel Guide.

Visitor counts at the six border information centers are slightly higher than last year, which was an outstanding season for tourism in Oregon.

From June 1 to Aug. 15 of this year, more than 142,000 out-of-state visitors stopped at the cen-

ters, according to Donna Graning, manager of the centers.

She said that maintaining the same level of visitors in a recession "is encouraging."

Attendance at state parks this summer is also equal to last year, which was a very good season, said John Elliott, parks information officer.

The number of campsites sold since May is equal to 1981, but the day use figures are down slightly, probably because of the fees and the economy, said Elliott.

"It appears that people are just not heading out for one-day outings this year like last year," he said. "But that doesn't concern us as much as the camping total. That is the crucial figure for us."

'Healthy Back' program goes out to employees

A slide/tape program entitled "Lifestyle and the Healthy Back" has been prepared for use in the Transportation Building in Salem and in field offices throughout the state.

Chuck Williamson, training coordinator in the Employee Development Section, said the program should be ready by the first of this month, and will be sent out to each of the five regions. A few copies will also go to the Parks and Motor Vehicles divisions.

Williamson said the slide/tape show, written by Ted Jean, supervisor of the Special Projects Section at the Worker's Compensation Department, and prepared by Employee Development, includes some surprising facts about back injury.

It shows that people working in sedentary jobs, such as bus drivers, executives, and secretaries, experience a greater number of back problems than people working in

jobs that require a lot of lifting.

"It's really our lifestyle that determines whether or not we are prone to back injuries," Williamson said. "It depends on what we eat and drink, how we sleep, and how much exercise we get."

The program states that last year in Oregon alone, \$225 million was spent on people--an estimated 14,000--who missed work because of back problems.

"Even though the physical effort needed to perform a job is decreasing, back complaints and injuries are increasing," Williamson said. "We've always heard that lifting was the main cause of back injury, but facts show it's our lifestyle."

He said the program also illustrates how stress can be a big factor in back injury, and suggests the best course of action to follow should an injury occur.

The slide/tape show runs about 15 minutes, and will be available through the region safety officers.

CANDID COMMENTS



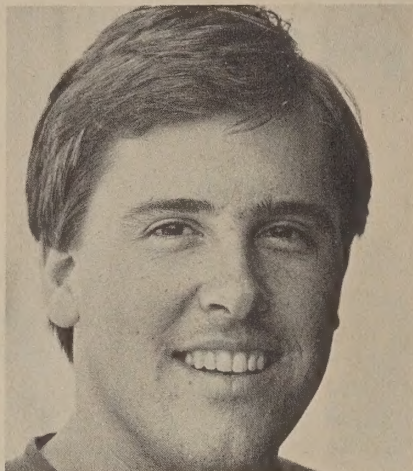
Jerry Robertson is VIA's roving photographer. VIA's editors frame the question of the month, and answers are edited only for length.

Do you think there are life-long career opportunities for young people coming to work at ODOT?



GAYLE CHASTAIN, DMV
Accounting Clerk 2, Salem

Sure, for young people there's a lot of opportunity for advancement--you can start at the clerical level, for instance, and work your way up. There's a lot of advancement opportunity in my job, and even in the field I think there's quite a bit.



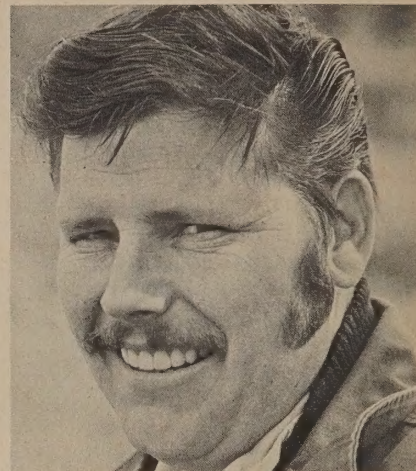
TIM THOMAS, HWY
HMW 2, Milwaukie

Yes, but I think there needs to be a bigger difference in pay between positions. There's not much of an incentive to get ahead that way. You look at a foreman's pay and there's not that much of a difference.



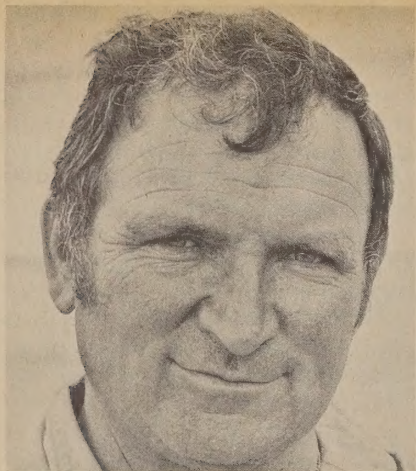
DEAN GOETTSCH, ADM.
Supv. System Specialist, Salem

In data processing, the career opportunities are excellent. Data processing is such a new field, so it's easier for young people to get started. Most managers here are young, and so are most of the employees. It's a good field to be in for the future.



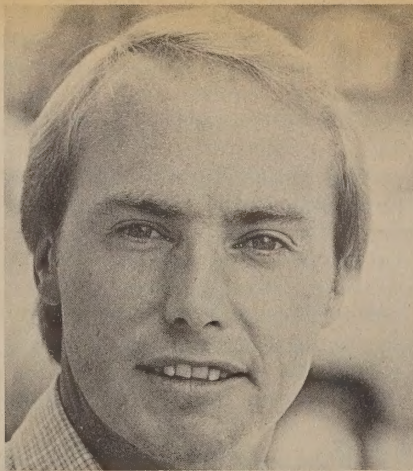
STEVE ROBERT, PARKS
Park Manager C, Bend

There have been good career opportunities in the past, and I think there will be in the future. With the hiring freeze and cutbacks we have now, it's hard for people to get started just now, but I think that will pick up soon.



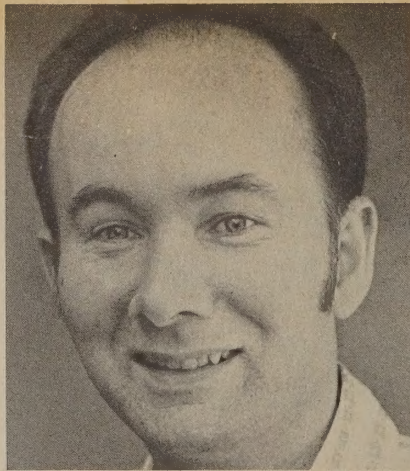
MELVIN WOOD, HWY
HMF 3, Elgin

I really don't think there is. The job's fine, but with all the personnel problems, I'm not sure it's worth it. I don't feel it's worth it, and I think younger people coming on today are facing the same problems.



BRAD WILDER, HWY
Manager C, Salem

Yes, I definitely believe that there are opportunities. So much of how well an individual does depends on their attitude and what they are willing to do along the lines of education and applying themselves. I definitely think the opportunities are there.



GARY MORGAN, AERO
Cartographic Tech., Salem

Yes, I certainly do. The same opportunities are there as in private industry. If people just apply themselves, there are good opportunities.

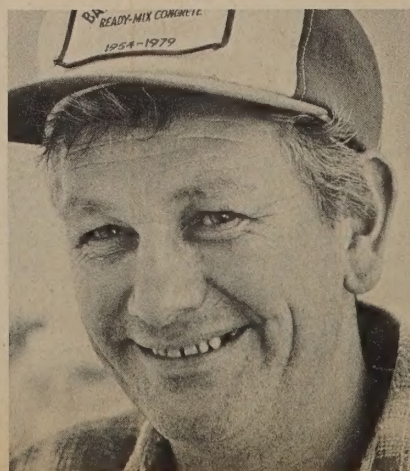


LEE FRANKLIN, HWY
HE 1, Salem

Yes, I definitely see such an opportunity. If everything I hear is true, there are quite a number of people going to retire, so there should be some openings. The future for people starting at ODOT is just as bright as they want it to be.

ROBERTA PROBASCO, DMV
Office Manager, Ontario

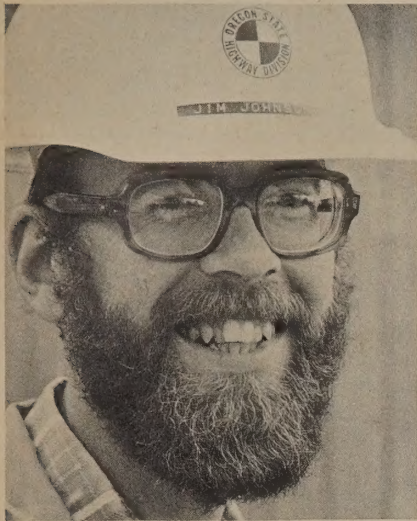
Definitely. I think there are a lot of opportunities, especially if they are willing to move. I've been with DMV 22 years, and I've really enjoyed it here. The department has been good to me, and I've tried to be good for it. For a young person, I think coming into the Department of Transportation is a marvelous thing, because there are so many areas to work in.



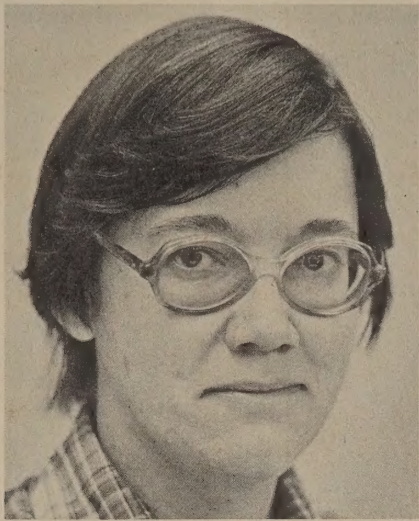
GEORGE BAKER, HWY
ET 3, Astoria

I would say a life-long career is there for a person with the education for the field they want to go into. You can find higher paying jobs in the private sector, but you won't find steadier work than with ODOT. I've had a long career here--22 years. Right now things aren't too good, but it's got to get better.

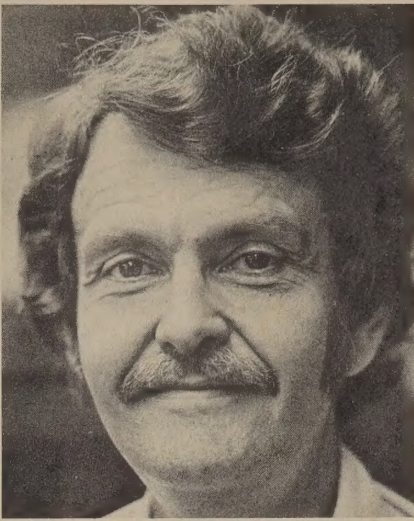
People Page



James Johnson



Mary Stesney



Kenneth Adams

Moving up the ranks

CONGRATULATIONS!

The following ODOT employees were promoted recently:

- Karen Adams**, Clerical Assistant to Accounting Clerk 1, Salem.
- Kenneth Adams**, Clerical Specialist, Salem, to Motor Vehicle Rep. (MVR) 1, Portland.
- Dorothy Bartholomew**, Accounting Clerk 1 to Accounting Clerk 2, Salem.
- Nancy Bradbury**, Clerical Assistant to Clerical Specialist, Salem.
- William Broadbent**, MVR 2, Hillsboro, to MVR 3, Lakeview.
- Lorraine Butler**, Clerical Assistant to Secretary, Salem.
- Edna Comerford**, Engineering Technician (ET) 2 to ET 3, Salem.
- Marilyn Frederickson**, Motor Vehicles Office Manager A, Sherwood, to Motor Vehicle Office Manager B, Cedar Mill.

- Michael Garcia**, Clerical Specialist, Salem, to MVR 1, Springfield.
- Anita Gruse**, Clerical Specialist, Salem, to MVR 1, Eugene.
- David Haworth**, Highway Maintenance Worker (HMW) 2 to HMW 3, Enterprise.
- Douglas Hardy**, Park Ranger 1 to Park Ranger 2, Woodburn.
- Howard Hamilton**, Highway Engineer (HE) 2 to HE 3, Salem.
- Thom Hebrard**, Laborer to MVR 1, Portland.
- Philip Isaacs**, Research Analyst 3 to Systems Analyst, Salem.
- Ronald Jones**, Weighmaster to Sr. Weighmaster, Portland.
- Jeff Jarrott**, HMW 3 to Signal Technician Trainee, Salem.
- James Johnson**, HMW 3, to Highway Maintenance Supervisor (HMS) A, Woodburn.
- George Johnson**, Highway Maintenance Foreman (HMF) to HMS C, Newport.

- Susan Larson**, Clerical Assistant to Data Entry Operator at DMV, Salem.
- Richard McSwain**, HE 2 to HE 3, Salem.
- Scott Morrison**, Engineering Aide (EA) to ET 1, Salem.
- Wesley Mullenberg Jr.**, Park Manager C to Park Manager D, Newport.
- Bonnie Nealeigh**, MVR 2, to MVR 3, Gladstone.
- Marie Russell**, Clerical Assistant to Data Entry Operator at DMV, Salem.
- Mary Stesney**, EA to ET 1, Portland.
- Robert Streit**, MVR 1 to Motor Vehicle Office Manager A, Pendleton.
- Connie Tangen**, EA to ET 1, Salem.
- Thomas Weatherford**, EA to ET 1, Portland.
- Elaine Werner**, ET 1 to ET 2, Portland.

Remembering

The following retirees died recently:

- Orval C. Settles**, 65, died Aug. 8 in Philomath.
- He was born in Colorado, and moved to Oregon in 1945. He worked for several logging companies before starting with the Highway Division as a maintenance worker 1 in 1966. He worked in Corvallis and retired in 1973 as a maintenance worker 2.
- Robert (Gordon) Scott**, 75, died July 30 in Lyons.
- Scott was born in Illinois, and moved to Oregon in 1949. He started with the Highway Division in 1952 as a machinist in Salem, and worked at the shops there for almost 20 years, until his retirement in 1971.

- Elgus R. Frank**, 61, died of cancer July 23 in Prineville.
- Frank worked for the Motor Vehicles Division for 22 years, starting as a driver examiner in Newport in 1960. He was an Office Manager in Prineville, and had been on sick leave since January when he died.
- Robert Sargent**, 57, died July 24 in Salem.
- Sargent worked for the Highway Division for 27 years. He started as an Engineering Aide in 1953, and worked all of his career in the Salem area. He retired in 1980 as an Engineering Technician 2.

AASHTO Contest

VIA wins national award

VIA, ODOT's employee newspaper, won first place in a national media skills contest last month. The contest, sponsored by the Public Affairs Subcommittee of the American Association of State Highway and Transportation Officials (AASHTO), featured five categories. VIA won over entries from 22 state transportation and highway departments.

The paper was judged on preparation of material, attractiveness of format, influence on employee morale, promotion of mutual understanding and cooperation among employees, and degree to which it communicates information to employees.

VIA has been published for more than six years by the Public Affairs office in Salem. Managing Editor Anna Browne Muzzall was presented with the AASHTO award by Director Fred Miller at the August Transportation Commission meeting.

Retirements

The following employee retired recently:

- Clyde W. Pyle**, 503 Berry Lane, Roseburg 97470; Highway Maintenance Supervisor C, 31 years.

Crews earn SAIF awards

- The following ODOT crews earned SAIF awards recently:
- Crew 080-20**, Eugene Engineering Crew; 50,000 hours; Douglas Greene, supervisor.
- Crew 080-52**, Ontario Engineering Crew; 200,000 hours; P. F. Burnett, supervisor.
- Crew 115-90**, Portland Drawbridge Crew; 500,000 hours; James Wyzard, supervisor.
- Crew 115-91**, Portland Drawbridge Crew; 250,000 hours; James

- Wyzard, supervisor.
- Crew 004-05**, Roseburg Right of Way Crew; 200,000 hours; Neil Flanagan, supervisor.
- Crew 080-67**, Pendleton Engineering Crew; 250,000 hours; W. C. Ferguson, supervisor.
- Crew 132-02**, Davis Slough Maintenance Crew; 150,000 hours; Thomas Wharton, supervisor.
- Crew 430-03**, Bullards Beach Park Crew; 150,000 hours; Warren Hulburt, supervisor.

Employees get hearing tests

All department field employees will have their hearing tested this month as part of a program designed to help employees preserve their hearing on the job.

Ray Stose, manager of the Safety and Health Section in Salem, said the program is required by state law, and will be conducted by a certified audiologist of the Portland Speech and Hearing Center.

Besides hearing tests for employees, noise-level tests of all department-owned vehicles and job sites will be done, and special low-cost rates for hearing aids will be offered, Stose said.

Region safety officers will coordinate the schedule of hearing tests and training sessions for all field employees of the Highway and Parks divisions.

Questions about the program can be directed to the region safety officers, or to Stose in Salem.

Suggestions win awards

The following ODOT employees are winners in the Suggestion Awards Program:

- William James**, a Highway Maintenance Foreman 2, and **Orren Vann**, a Highway Maintenance Worker 4, have received certificates for inventing a safer, faster way to replace bridge caps.
- Julie Evey**, Office Manager in Corvallis, received a certificate for her idea to eliminate duplicate mailings.

Don Adams, a Final Design Engineer, received a certificate for his suggestion of installing a power-driven garage door in the hallway where the Transportation Building meets the Public Service Building. This is expected to result in less heat loss during the winter.

Anderson wins editor's award

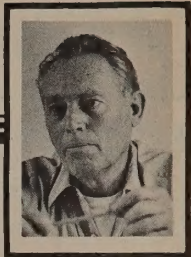
Allen L. Anderson, Right of Way agent in Portland, was named Newsletter Editor of the Year by the International Right of Way Association.

Anderson, editor of the newsletter for Oregon's chapter, received the award at the association's international seminar in June. The award is presented annually to an editor who has made the most outstanding contribution to the association.

Correction

Last month, the list of people who received 35-year service pins failed to include **Henry R. Stoudenmeyer**, senior description writer, Salem, and **Jack C. McCormick**, district maintenance supervisor, Roseburg. Congratulations on your many years of service.

On the job with... Don Pizer



By Anna Browne Muzzall
Managing Editor

Don Pizer loves the ocean, being outdoors, and working near where he grew up, so as manager of Fort Stevens State Park on the Oregon coast, he has the best of all worlds.

His rugged, weathered face reveals all the years he has spent working and relaxing outside. He grew up in a logging camp southwest of Fort Stevens, and feels being raised in the area is now a big plus in his job.

"The biggest part of my job is public relations," Pizer says, "with the local people even more than the park visitors. A good working relationship with the mayors, the county officials, and the businessmen is very important, because they don't hesitate to call you if they are concerned about something."

Moved back to Oregon

Pizer became manager of Fort Stevens in 1976. He'd learned the ropes of state parks from almost 20 years of being promoted and transferred through the system.

He started at Yaquina Bay State Park in 1961, when he came back to Oregon from working on construction jobs in California.

"Twenty years ago the emphasis was on construction," Pizer says, "and I fit into that. After I started with parks I got the idea I wanted to stay. That was back in the heyday of the park system when the opportunities were great and I wanted

ed to be a manager, so I applied for promotions and got them."

When he started with the division his goal was to eventually work in the area where he grew up. Today he is manager of the second-largest park in the state's system.

Fort Stevens covers more than 3,700 acres, including 15 miles of ocean beach and 605 overnight campsites. Its seven-mile bike trail

especially one this size, is a good crew," Pizer says. "That is essential. And every year our people seem to be getting a little bit better—they're sharp, conscientious, and dedicated. They've had to suffer through these budget cuts, but there's been no grumbling. They do the best job they can."

One resource Pizer has tapped heavily in recent months is volunteer labor.

'We're using an awful lot of volunteers lately, anywhere and anyway we can pick them up.'

leads past some of the park's most famous features, such as the Battery Russell, built in 1863 by the U.S. Army; the Peter Iredale, a British ship that went aground in 1906; and Coffenbury Lake, one of three lakes located within the park's boundaries.

As park manager, Pizer is also in charge of the maintenance and operation of all parks, waysides, and day use areas in Clatsop County.

Pizer says sometimes his job makes him feel like the mayor of a small city. He is responsible for everything—water, maintenance, housing—in a park that on a busy weekend frequently accommodates up to 3,000 visitors.

He supervises 35 employees, a number that has decreased with the recent budget cuts and hiring freezes.

"The secret of running any park,

teen labor.

"We're using an awful lot of volunteers lately, anywhere and anyway we can," he says.

The park's trails are cleared and maintained by a local hiking club, and other maintenance is done by Job Corp or CETA workers, or individuals doing community service work in lieu of serving short jail terms or paying fines.

"These are the kinds of things that get us over the bad spots," Pizer says.

"Our maintenance has been getting worse because we keep losing people and have no way to replace them. We don't have as many people anymore to get out and do the work. That's why we need to use any source we can get to do it."

Pizer feels his innovative methods are more than just stop-gap measures to help the division through rough financial times.

"It's going to be this way for awhile," he says, "so we better find other ways to do things, and that's what we're constantly trying to do. We have to take advantage of anything we can use."

Pizer's use of volunteer labor doesn't stop with others—he has volunteered more hours than he can count to park projects.

The historical center at Fort Stevens houses a showcase built by Pizer and his staff with donated materials and labor. He says he has no formal budget for such special projects, and scrapes together what funds he can from other areas to help pay for them.

Raised family in parks

"Of course it's challenging to try and operate with the reduced budgets we have," he says. "We have less people and the same amount of work or more—that's a challenge to anybody."

Pizer, at 58, still enjoys living and working in a park environment, and says his family has always loved it. He and his wife, Marty, have four children, almost all of whom were raised in Oregon state parks.

As much as parks have been Pizer's home, he says he is ready to retire in four years. The pressures of keeping a park the size of Fort Stevens running smoothly take their toll on a manager.

"I'll retire here if they don't kick me out first," he says, chuckling. "When I get to be 62 and can retire, I don't see any reason why I shouldn't. Leave it for the younger guys—they have the new ideas and the energy."

But even then, Pizer plans to retire as he liked to work—spending a lot of time outside, on the coast, near where he grew up.



Don Pizer, manager of Fort Stevens State Park, visits with a couple of the park's camp hosts, Mr. and Mrs. W. Garrett.

Retirees let us know what's happening

H. W. "Bill" Snell, 985 Fir St., Salem 97302. Ret. HWY 1973.

"Get lots of fresh air, play lots of golf, do a little fishing, and don't work too hard," is the advice of Bill Snell, who retired from Right of Way 10 years ago.

Last month, he was seen at Salem Golf Club serving as a "spot-

ter" during the annual Capital City Amateur Tournament. He was assigned to a tree-lined section of the course so he could help golfers locate balls that, as he put it, "went O.B. (out-of-bounds)."

"It's fun," he says. "Not only do you get a close look at all the golfers as they go by, but you hear a few choice remarks, especially from those who hit O.B."

He plays several times a week at Salem Golf Club, usually with some fellow retirees who call themselves the "Medicare Group." Highway retirees Floyd Scott and George Rossman play with the group once in a while, but Bill says they're "just kids" because they're only recently retired.

Bill is an active member of the Mid-Valley Seniors, a golfing club

that has highway retiree Ralph Sipprell as president. They play at seven different courses during the summer.

He also takes a fishing trip or two to Ochoco Reservoir, and looks forward to a couple of weeks with his son at his cabin at Black Butte.

No one can say that Bill doesn't follow his own advice.